Draft Environmental Impact Statement and Draft Section 4(f) Evaluation

Idaho 16, I-84 to Idaho 44 Environmental Study

Project Number: A009(963)
Key Number: 09963

IDAHO 16
I-84 to Idaho 44 Environmental Study

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FHWA-ID-EIS-09-01-D
PROJECT NO. A009(963) KEY NO. 09963

Idaho 16, I-84 to Idaho 44 Environmental Study
Ada and Canyon Counties, Idaho

Draft Environmental Impact Statement and Draft Section 4(f) Evaluation

Submitted Pursuant to

40CFR1500-1508; 23CFR771; 49 USC 303; 23 USC 109(h); 23 USC 138; 23 USC 128

by

U.S. Department of Transportation
Federal Highway Administration

and

Idaho Transportation Department

Cooperating Agency
U.S. Army Corps of Engineers

June 5, 2009

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Sue Sullivan, Environmental Section Manager
Idaho Transportation Department

June 5, 2009

Date of Approval

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6/5/2009

Date of Approval

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Abstract: The Federal Highway Administration (FHWA), in cooperation with the Idaho Transportation Department (ITD), has prepared this Draft Environmental Impact statement (DEIS) for an extension of Idaho 16 from Idaho 44 (State Street) to I-84. The extension of Idaho 16 includes a new roadway crossing of the Boise River.

Written comments on this draft EIS are due by August 7, 2009 and should be sent to Mr. Adam Rush of the ITD Office of Communications, 3311 West State Street, P.O. Box 7129, Boise, Idaho 83707.

A public hearing has been tentatively scheduled for July 8, 2009. Hearing times and location(s) will be posted on the Idaho 16 Project Web site, announced in a mailing to stakeholders, and advertised in a number of local papers.

"ITD and FHWA [co-lead agencies] have determined that the review comments on this preliminary document are an intergovernmental exchange that may be withheld under the Freedom of Information Act request. Premature release of this material to any segment of the public could give some sectors an unfair advantage and would have a 'chilling effect' on intergovernmental coordination and the success of the cooperating agency concept. For these reasons, we respectively request that the public not be given access to this document."

Persons with disabilities may request this information be prepared and supplied in alternate forms by calling the ITD Office of Communications at 208-334-4444.

Compliance with Title VI of the Civil Rights Act

The ITD is committed to compliance with Title VI of the Civil Rights Act of 1964 and all related regulations and directives. ITD assures that no person shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any ITD service, program, or activity. The department also assures that every effort will be made to prevent discrimination through the impacts of its programs, policies, and activities on minority and low-income populations. In addition, the department will take reasonable steps to provide meaningful access to services and information for persons with Limited English Proficiency and needing translation.

Any persons who believes he or she has been aggrieved by an unlawful discriminatory practice protected under the Title VI has the right to file a formal complaint with the ITD. Any such compliant must be in writing, signed and dated, within180 days of the alleged discriminatory act (or latest occurrence). The complainant is strongly encouraged to bring any incidents of discrimination to the attentions of the department as soon as possible after any such conduct occurs. Individuals may also file complaints directly with the U.S. Department of Transportation (USDOT) and the FHWA, within the 180-day timeframe.

Copies of the DEIS and related documents are available for public inspection in a variety of ways.

1. Visit the nearest location (see list below) where printed copies of the DEIS and the supporting reports and documents are on file:

ITD District 3
8150 Chinden Boulevard
Boise, ID 83707-2028

ITD Headquarters
Public Information Office
3311 West State Street
Boise, ID 83703

FHWA, Idaho Division
3050 North Lakeharbor Lane, Suite 126
Boise, ID 83706

Community Planning Association
of Southwest Idaho
800 South Industry Way, Suite 100
Meridian, ID 83642

Ada Community Library
10664 West Victory Road
Boise, ID 83709

Boise Public Library
715 South Capitol Boulevard
Boise, ID 83702

Caldwell Public Library
(Canyon County)
1010 Dearborn Street
Caldwell, ID 83605

Eagle Public Library
100 North Stierman Way
Eagle, ID 83616

Emmett Public Library
275 Hays Street
Emmett, Idaho 83617

Meridian Library District
1326 West Cherry Lane
Meridian, ID 83642

Nampa Public Library
101 11th Avenue South
Nampa, ID 83651

Star Branch Library
10706 West State Street
Star, ID 83669

2. Visit the Project's webpage:

   www.connectingidaho.gov/Projects/Idaho16I84toSouthEmmettCorridor/I84toIdaho44EnvironmentalStudy/tabid/168/Default.aspx

   where the DEIS, Discipline Reports, and additional documents are available for viewing and for downloading. (Note: The online documents are in Adobe® Reader® format. The software is available at no charge at http://get.adobe.com/reader/.)

3. Request a CD-ROM from Mr. Adam Rush at the ITD Office of Communications (208) 334-4444 or via e-mail at Adam.Rush@itd.idaho.gov. The CD-ROM contains the following information: (Note: The CD-ROM documents are in Adobe® Reader® format. The software is available at no charge at http://get.adobe.com/reader/.)
   1. Draft Environmental Impact Statement
   2. Discipline Reports: Air Quality; Farmlands; Geology and Soils; Groundwater; Hazardous Materials; Historical/Cultural/Archaeological; Land Use; Noise; Relocations; Social and Economic Conditions/ Environmental Justice; Surface Water/Floodplains/Water Quality; Transportation; Visual Quality; Wetlands; Wildlife, Fish, and Vegetation
   3. Coordination Plan
   4. Level-One Alternatives Screening Report
   5. Level-Two Alternatives Screening Report
   6. Wetlands Delineation Report

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Abbreviations and Acronyms

AASHTO	American Association of State Highway and Transportation Officials
AADT	annual average daily traffic
ADT	average daily traffic
ACHD	Ada County Highway District
ADA	Americans with Disabilities Act
AHSR	Archaeological and Historic Survey Report
AIRFA	American Indian Religious Freedom Act
AIRS/AFS	Air Facility Subsystem
ALLSITES	Idaho's Remediation Database
AM	ante meridiem
APE	area of potential effect
ARPA	Archaeological Resources Protection Act
AST	aboveground storage tanks
ATR	automatic traffic recorder
BFE	base flood evaluation
bgs	below ground surface
BMP	best management practice
C/P	Cooperating/participating
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CFR	Code of Federal Regulations
cfs	cubic feet per second
CIM	*Communities in Motion: Regional Long-Range Transportation Plan 2030*
CLOMR	Conditional Letter of Map Revision
CO	carbon monoxide
COMPASS	Community Planning Association of Southwest Idaho
CORRACTS	Corrective Action Report
CP	character photo
CWA	Clean Water Act

1	dB	decibel
2	dBA	decibels on the A-weighted scale
3	DEIS	Draft environmental impact statement
4	EIS	Environmental impact statement
5	EO	Executive Order
6	ESA	Endangered Species Act
7	FEIS	Final environmental impact statement
8	FEMA	Federal Emergency Management Agency
9	FHWA	Federal Highway Administration
10	FINDS	Facility Index System
11	FIRM	Flood Insurance Rates Map
12	FONSI	finding of no significant impact
13	FPPA	Farmland Protection Policy Act
14	FY	fiscal year
15	GARVEE	grant anticipation revenue vehicle
16	GIS	geographic information system
17	HAL	high-accident locations
18	HEC-RAS	Hydrologic Engineering Center River Analysis System
19	HOV	high occupancy vehicle
20	HMIRS	Hazardous Materials Information Reporting System
21	I-84	Interstate 84
22	IDAPA	Idaho Administrative Procedures Act
23	IDEQ	Idaho Department of Environmental Quality
24	IDFG	Idaho Department of Fish and Game
25	IDL	Idaho Department of Lands
26	IDWR	Idaho Department of Water Resources
27	ISHS	Idaho State Historical Society
28	ITD	Idaho Transportation Department
29	K	erosion factor
30	KV	key view
31	L_{eq}	equivalent continuous noise level
32	L_{eq} (h)	the hourly value of L_{eq}
33	LLUPA	Local Land Use Planning Act (Idaho)

1	LOS	level of service
2	LRCIP	Long-Range Capital Improvement Process
3	LUST	leaking underground storage tank
4	MINES	Mines Master Index File
5	MP	milepost
6	MPO	metropolitan planning organization
7	MSAT	mobile source air toxic
8	MVMT	million vehicle miles traveled
9	MWAM	Montana Wetland Assessment Methodology
10	NAAQS	National Ambient Air Quality Standards
11	NAC	noise abatement criteria
12	NAGPRA	Native American Graves Protection and Repatriation Act
13	NEPA	National Environmental Policy Act
14	NFIP	National Flood Insurance Program
15	NHPA	National Historic Preservation Act
16	NMID	Nampa-Meridian Irrigation District
17	NO_x	oxides of nitrogen
18	NOI	Notice of Intent
19	NPDES	National Pollutant Discharge Elimination System
20	NRCS	Natural Resources Conservation Service
21	NRHP	National Register of Historic Places
22	O^3	ozone
23	OHWM	ordinary high water mark
24	OSHA	Occupational Safety and Health Act
25	PCB	polychlorinated biphenyls
26	PCPI	Per capita personal income
27	PEM	palustrine emergent
28	PFO	palustrine forested
29	PSS	palustrine scrub/shrub
30	PM	particulate matter
31	PM	post meridiem
32	PM_{10}	particulate matter smaller than PM_{10} microns in diameter
33	$PM_{2.5}$	particulate matter smaller than $PM_{2.5}$ microns in diameter

ppm	parts per million
Q	quarter
RCRA	Resource Conservation and Recovery Act
RCRIS	Resource Conservation and Recovery Information Systems
RFIS	Revised Flood Insurance Study
ROD	Record of Decision
ROW	right-of-way
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act
SDWA	Safe Drinking Water Act
SH	State Highway
SHPO	State Historic Preservation Office
SIP	state implementation plan
SO_2	sulfur dioxide
SPILLS	Hazardous materials spills, releases or accidents as reported to the State of Idaho's Central Communications Center
SSURGO	Soil Survey Geographic
STIP	statewide transportation improvement program
SWPPP	Storm Water Pollution Prevention Plan
T&E	Threatened and Endangered Species
TAP	toxic air pollutant
TEA-21	Transportation Equity Act for the 21st Century
TMC	turning movement counts
TMDL	total maximum daily load
TNW	traditional navigable waterway
TPI	Total personal income
TSCA	Toxic Substances Control Act
TSM	transportation system management
$\mu g/m^3$	micrograms per cubic meter
UPRR	Union Pacific Railroad
USACE	U.S. Army Corps of Engineers
USDA	U.S. Department of Agriculture
USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency

USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	underground storage tanks
VOC	volatile organic compound
VMT	vehicle miles traveled
vpd	vehicles per day
vph	vehicles per hour
WSE	water surface elevation

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Executive Summary

Executive Summary

On March 30, 2007, the Idaho Legislature passed House Bill 336, providing bonding authority of between $4.3 million and $17 million to fund the preparation of an Environmental Impact Statement (EIS), the acquisition of right-of-way (ROW), and the future construction of a proposed extension of Idaho 16 across the Boise River to I-84.

The concept for the Proposed Action, new limited-access facility (the proposed Idaho 16 extension) originated in the planning and community outreach efforts undertaken by the Community Planning Association of Southwest Idaho (COMPASS), the Valley's metropolitan planning organization (MPO) during development of *Communities in Motion: Regional Long-Range Transportation Plan 2030* (*CIM*). *CIM* was developed by COMPASS with input from more than 2,000 residents, stakeholders, and elected officials. These extensive outreach efforts occurred over the period 2003 to 2006 and culminated in the adoption of *CIM* on August 21, 2006, by the COMPASS Board of Directors.

ES.1 Purpose of Proposed Action

The purpose of the Proposed Action is to increase the transportation capacity of the Idaho state highway system within Ada and Canyon counties and to reduce north-south travel times between I-84 and destinations north of the Boise River in the vicinity of the Idaho 16 and Idaho 44 (State Street) intersection.

ES.2 Need for Proposed Action

The need for the Proposed Action is related to three factors:

- **Regional Growth.** Proposed planned communities and rapid development in the communities of Emmett, Eagle, Star, Nampa, and Meridian are increasing travel demand on Idaho highways and surrounding regional roadways.
- **Regional Mobility and Circulation.** Current north-south routes connecting I-84 to Idaho 44 (State Street) are not adequate to meet the future travel demands of the Treasure Valley.
- **Congestion on North-South Arterials.** The limited number of river crossings between Idaho 44 (State Street) and I-84 increases traffic congestion on the surrounding roadways. The capacity of and congestion on regional roadways can be improved by providing a limited-access roadway between I-84 and Idaho 44 (State Street).

ES.3 Alternatives Considered

Five transportation concepts were initially developed and evaluated:

- Improve existing state highway system roadways
- Improve existing local roadway network
- Implement multimodal transportation systems such as transit

- Create a new arterial connecting I-84 to Idaho 44 (State Street)
- Create a new limited-access divided highway route connecting I-84 to Idaho 44 (State Street)

The five transportation concepts were advanced to a level that enabled them to be screened objectively. The results of the screening process, detailed in the *Level-One Alternative Screening Report*, yielded only one transportation concept that met the Proposed Action's stated purpose and need. This concept was a new limited-access divided highway route connecting I-84 to Idaho 44 (State Street). Five route concepts were developed and evaluated around the limited-access divided highway transportation concept. These five routes were reduced to three through the Level-One Screening process.

In the Level-Two Screening process, twelve alternatives were developed to evaluate design variations along the three route concepts. These 12 alternatives were designated 1, 1A, 1B, 1C, 2, 2A, 2B, 2C, 3, 3A, 3B, and 3C. The alternatives reflect two Boise River crossing areas and were considered viable locations with respect to engineering and potential impacts to ecological resources.

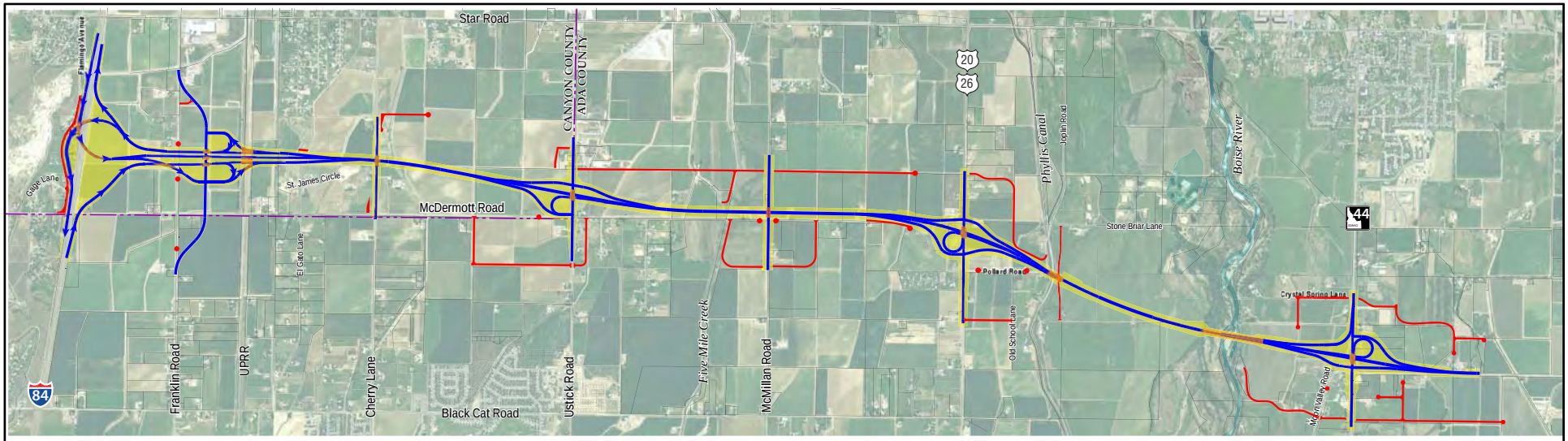
Seven of the 12 alternatives were eliminated from further consideration in the Level-Two Screening process: six due to the environmental impacts associated with the East River Crossing and a seventh due to roadway geometry and complexity. The five remaining alternatives, and a sixth (designated Alternative 2D) added later in response to agency concerns over consistency with adopted plans, were developed further and evaluated in this document.

ES.3.1 The Preferred Alternative

The evaluation of impacts resulted in the lead agencies identifying Alternative 2D as the Preferred Alternative. Alternative 2D was then further modified based on results of a Concept Value Engineering Study and to avoid potential impacts to Section 4(f) historical resources, creating "Alternative 2D Modified." The lead agencies recommend Alternative 2D Modified—a new divided highway with Idaho Transportation Department (ITD) Type V access control—as the Preferred Alternative(Exhibit ES-1).[1]

This Preferred Alternative begins at I-84 (milepost [MP] 39.7) and traverses north through the Project Study Area (Exhibit ES-2) approximately 1/4 mile west of the existing McDermott Road. Just north of Cherry Lane the alternative shifts east until reaching Ustick Road. From Ustick Road the alternative continues north approximately 175 feet west of and parallel to the existing McDermott Road. Approximately 1/4 mile south of US 20/26 (Chinden Boulevard) the alternative shifts east, intersecting US 20/26 at MP 34.32. The alternative crosses over the Boise River and intersects Idaho 44 (State Street) at MP 12.23. The Preferred Alternative terminates 0.81 miles north of Idaho 44 (at existing Idaho 16 MP 0.81) for an overall length of approximately 7.45 miles and includes cost-saving measures resulting from a Concept Value Engineering Study and modifications to the alignment to avoid historic resources.

[1] "Type V access" is defined in ITD's Administrative Policy A-12-01: "[Type V access] is applicable to state highways accessible only by interchanges (ramps). All at-grade intersections, including those with railroads, are prohibited. These highways typically include the interstate system and require Federal Highway Administration (FHWA) approval for any change in access" (ITD, 2002).



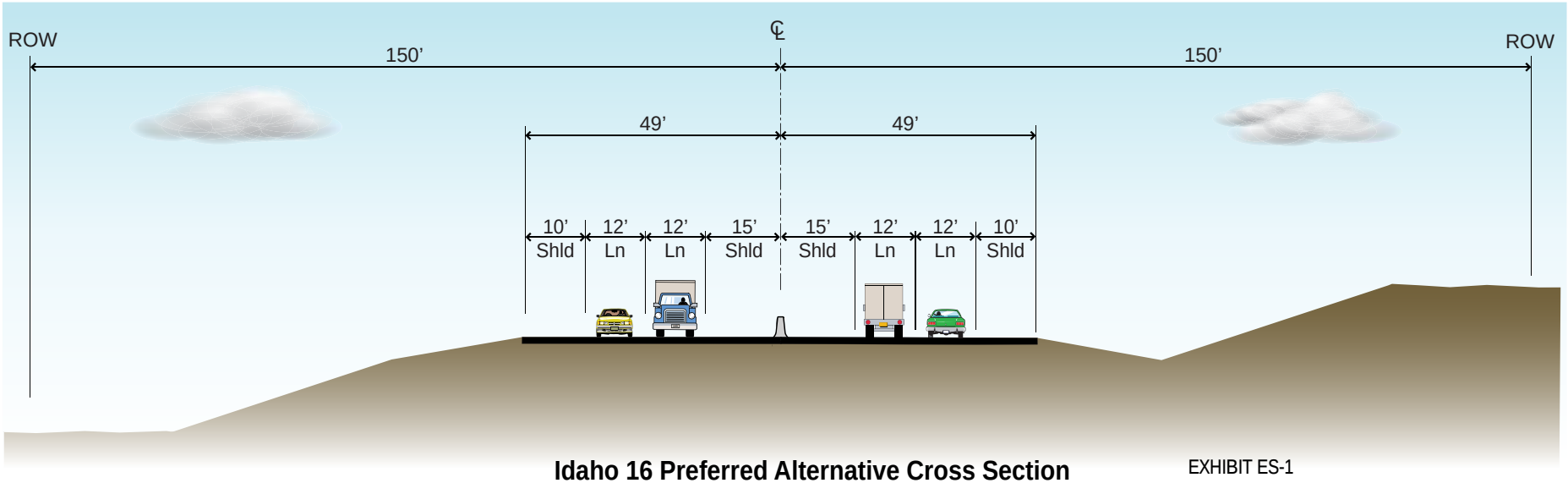
LEGEND
- Alternative 2D Modified
- Proposed ROW
- Local Streets
- Major Bridge Crossing
- County Line

North

0 1/2 1

Approximate scale in miles

Idaho 16 Preferred Alternative Plan View



Idaho 16 Preferred Alternative Cross Section

EXHIBIT ES-1

Preferred Alternative (2D Modified)

Idaho 16, I-84 to Idaho 44 Environmental Study

Project No. A009(963); Key No. 09963

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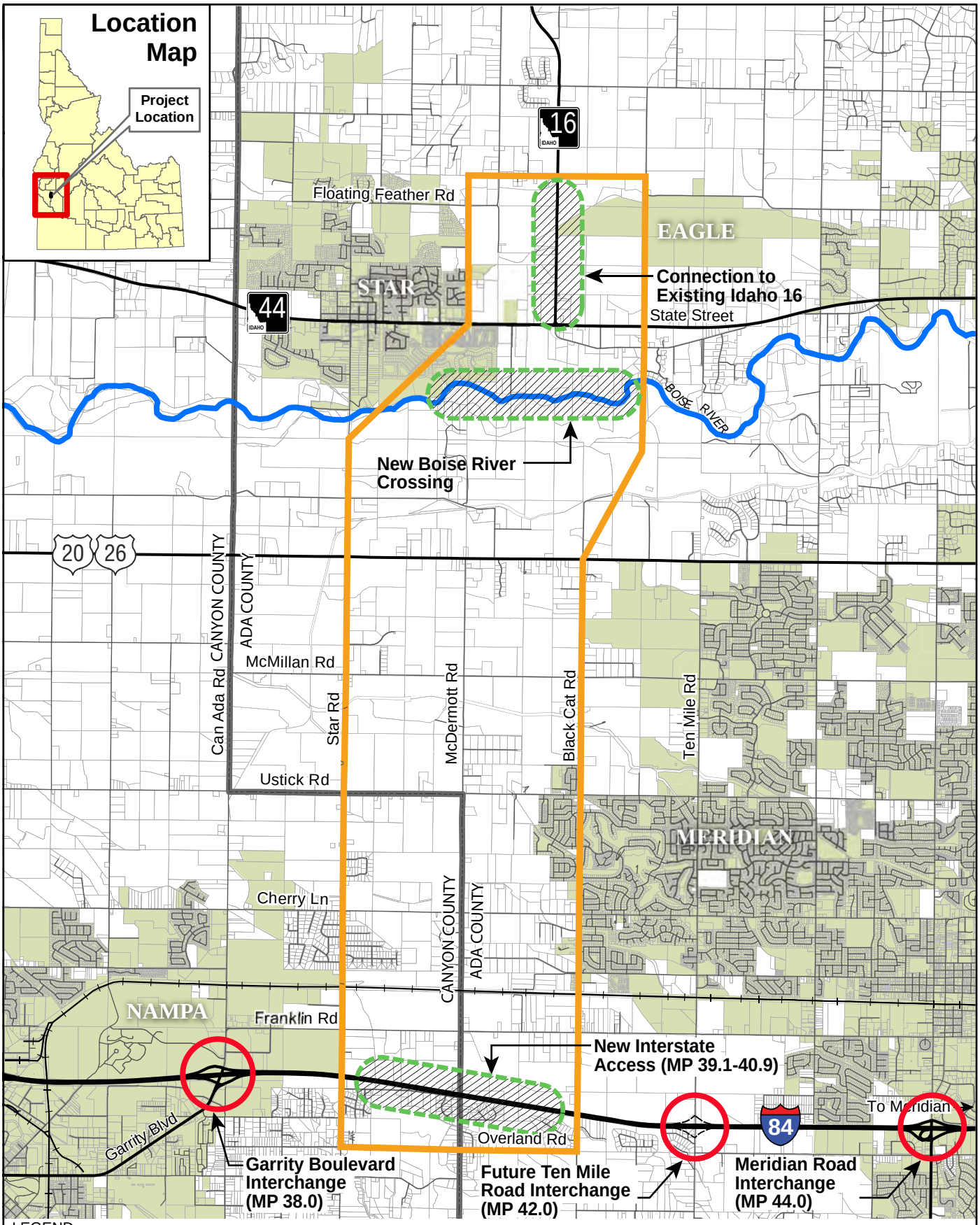

EXHIBIT ES-2
Project Study Area
Idaho 16, I-84 to Idaho 44 Environmental Study
Project No. A009(963); Key No. 09963

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The Preferred Alternative provides two travel lanes and shoulders in both the northbound and southbound directions. A 300-foot-wide corridor provides flexibility for future multimodal operations and travel lane capacity. The corridor provides width to accommodate the roadway, storm drainage basins, roadside safety features, and utilities.

The Preferred Alternative was identified through engineering analyses, an evaluation of environmental resources, and a public involvement effort that included coordination with public agencies, local officials, and the public. The Preferred Alternative also factors in and considers the numerous improvements to state and local roadway networks identified in *CIM*.

The scale of the Preferred Alternative dictates that it be constructed incrementally in phases. Two phases, designated Phase 1 and Phase 2, are proposed.

Phase 1 consists of a 2-mile, four-lane divided highway connecting Idaho 16 from US 20/26 (Chinden Boulevard) across the Boise River to Idaho 44 (State Street). This initial stage includes the following:

- Four-lane divided highway segment
- A Boise River crossing (single bridge)
- Signalized intersections at Idaho 44 (State Street) and US 20/26 (Chinden Boulevard).
- Improvements to existing Idaho 16, Idaho 44 (State Street), and US 20/26 (Chinden Boulevard in the vicinity of the intersections

Phase 2 includes constructing the new highway from I-84 to US 20/26 with the corresponding interchanges and overpasses and associated local streets. Highway segments would be programmed and built as funds became available.

ES.4 Impacts/Benefits of the Alternatives

ES.4.1 Social and Economic Conditions/Environmental Justice/Land Use/ Relocations

- There are no schools, churches, hospitals, medical clinics, police, or fire stations in the study area; accordingly, there are no impacts to these community institutions.
- Fifty-three single family residential properties affecting an estimated 159 residents would be displaced. In addition, five farms and three home-based commercial enterprises would be displaced.
- Eighty-three full parcels and portions of 38 additional parcels are required for the ROW. This reflects an estimated $9.2 million in property removed from the region's revenue base.
- The existing means of access to some private parcels will be removed and replaced with alternate routing to a public way.
- There will be no disproportionately high adverse effects on minority or low-income populations.

ES.4.2 Historic, Cultural, and Archaeological Resources/Visual Quality

- Final concurrence by the State Historic Preservation Office (SHPO) results in 31 properties eligible for the National Register of Historic Places (NRHP): 12 farmsteads or individual buildings; 18 canals, drains, and ditches; and one railroad. The Preferred Alternative has an "adverse effect" on seven eligible properties.
- The Preferred Alternative would, with one exception, have low impacts on overall visual quality. The crossing of the Boise River is the one area where the alternative would lower visual quality enough to have a moderate to high impact.

ES.4.3 Transportation/Noise/Air Quality

- Traffic projections reveal an increase in daily north-south traffic through the corridor, and that this increase is almost entirely on the proposed roadway. In addition, north-south traffic on other parallel roadways is reduced, indicating that the proposed roadway will draw traffic from these congested parallel roadways.
- Estimated travel times are reduced by half on select north-south routes.
- Safety will be enhanced with construction of a new interchange at I-84. Three of the six evaluated roadway sections reveal annual safety benefits.
- Fifty-two residences would be adversely affected by noise from the proposed roadway. A detailed barrier analysis will be performed on the Preferred Alternative in accordance with the ITD noise policy and presented in the Final Environmental Impact Statement (FEIS). As there are no hospitals, schools, or churches in the study area, none are affected by noise. No commercial properties would be impacted by noise.
- The Preferred Alternative does not include or directly affect any roadways for which forecast traffic volume will exceed the screening volumes of ITD's Project Level Air Quality Screening Procedures. The alternative will have no significant adverse impact on air quality due to carbon monoxide (CO). The alternative is not "a project of air quality concern," as defined in federal regulations.
- At the five highest volume intersections in the study area, there is a reduction of volume or delay as a result of the Preferred Alternative. Emissions of CO, particulate matter (PM), mobile source air toxics (MSATs), and other pollutants from vehicle exhaust would be reduced.

ES.4.4 Surface Water/Floodplains/Water Quality/Groundwater/Geology and Soils

- Roadway embankments would result in permanent floodplain encroachments at the Boise River, Five Mile Creek, and Ten Mile Creek. However, the projected change in the 100-year floodplain elevation would not exceed the allowable 1-foot increase.
- Modeling of a preliminary bridge design reveals an increase in the 100-year flood elevation in the floodway. Efforts are underway to refine the bridge design to result in no such increase. The results of this design effort will be reported in the FEIS.

ES.4.5 Wetlands/Wildlife, Fish, and Vegetation/Threatened and Endangered Species

- Impacts to wetlands total approximately 8 acres, with the majority (roughly 6 acres) to marsh and forested wetlands within the Boise River floodplain. Other impacts to Waters of the U.S. total approximately 2 acres.
- Approximately 33.4 acres of native habitat and irrigated pasture within the Boise River floodplain would be lost in the Preferred Alternative. Of this total, 24 acres are irrigated, grazed pasture, and the remainder consists of wetland and riparian communities.
- An additional 2 acres of aquatic habitat would be lost through construction of the bridge over the Boise River.
- There would no impacts on the three listed threatened and endangered (T&E) species in the study area: bull trout, and slickspot peppergrass. One candidate species—the yellow-billed cuckoo—may migrate through, but the immediate study area is not suitable for nesting. Therefore, the Preferred Alternative is unlikely to adversely affect this species.

ES.4.6 Hazardous Materials

- Four existing sites of potential environmental concern were identified. Site visits revealed miscellaneous barrels and aboveground storage tanks (ASTs) on several properties within the 300-foot-wide corridor.

ES.5 Environmental Commitments

Mitigation measures are proposed to offset identified impacts associated with the Preferred Alternative. Best management practices (BMPs) will be implemented during construction of the Preferred Alternative to avoid or minimize adverse effects on people and natural resources. However, not all impacts can be avoided through the use of BMPs. Specific mitigation measures will be implemented during or after construction to compensate for unavoidable adverse impacts.

Key environmental commitments (mitigation measures) are:

- Document all sites eligible to the NRHP with "adverse effect" with black-and-white photographs to the standards of the National Park Service. Prepare an account of the NRHP-eligible sites which will entail archival research, site mapping, and oral history interviews, if and as appropriate.
- Provide detailed construction phasing plans identifying lane closures, detour routes, and special construction measures to the contractor.
- Provide new local streets to insure access from private properties to a public ROW.
- If and where appropriate, construct noise barriers to mitigate traffic noise in areas that exceed the federal and state noise abatement criteria (NAC) where frequent human use occurs and where a lowered noise level will be of benefit.

- Implement a wetlands mitigation plan encompassing passive and active methods.
  - Passive methods would include the removal and permanent exclusion of livestock from the mitigation area, and the transfer of ownership, issuance of conservation easements, or other measures to ensure the mitigation areas remains so in perpetuity.
  - Active methods would include establishing wetland hydrology through surface inundation of new and newly-widened channels in the mitigation area; planting native hydrophytic shrubs and trees along the channels and in lowered terrace areas; controlling invasive species such as False indigo (*Amorpha fruticosa*); and planting species similar to those found in the existing wetlands.
  - Develop and implement a wetland monitoring plan to document wetland ecosystem development at all mitigation sites to ensure the overall success of the mitigation plan.
  - Use native species to revegetate disturbed areas where native plant communities were present prior to construction. At locations where impacted vegetation is not native, develop and apply a seed mix suitable for the end use of the area.
- Begin vegetation removal and construction that would occur within 925 feet of an identified heron rookery before the initiation of great blue heron courtship and nesting activity, which begins around February 15 of any given year. Construction within 925 feet of the rookery will continue through at least April to discourage the herons from nesting in the existing rookery. Construction activity could continue unabated throughout the rest of the year.

ES.6 Areas of Concern

A public scoping meeting was held on February 21, 2007, at The Idaho Center in Nampa. The formal comment form asked a number of questions and the public responded as indicated in Exhibit ES-2. Subsequently, an interagency scoping meeting occurred on February 27, 2007, that was attended by representatives of various federal, state, county, local governments and others.

Key issues and concerns raised by participants in this meeting include, but are not limited to, the following:

- That McDermott Road not be viewed as simply a specific location for a proposed roadway, but as the general location for a wider corridor for study
- That the purpose of the Proposed Action be considered broadly enough that other, non-highway solutions could be considered as well
- That the proposed project design be developed sufficiently to identify and measure, where possible, impacts and benefits
- That the possibility of extending the roadway beyond I-84 (to the south) not be precluded
- That linkage to future transit/rail lines and feeder systems be considered throughout the design of the project

TABLE ES-1
Idaho 16, I-84 to Idaho 44 Environmental Study Public Scoping Meeting Issues

Purpose and Need	• Plan for future growth (plan ahead and accommodate future growth) • Contain project costs (begin preserving ROW and build in the most cost-effective, expeditious manner) • Incorporate safety (build a north-south highway with safety in mind • Reduce congestion (avoid situations such as Eagle, Star, and Linder roads) • Project disapproval: A few commenters questioned the overall process and need of the project, citing that by building more highways we encourage urban sprawl and the use of more single-occupant vehicles
Issues and Concerns	• Noise (limit noise pollution) • Right-of-way (acquire ROW in a timely fashion so property owners can make future decisions; consider property value impacts • Safety • Planning/design (make highway accessible and tie to a regional plan; consider lighting and utilities impacts • Environmental and economic impacts (highway will help attract employers, goods, and services) • No Action Alternative; a few commenters stated a preference for the No Action Alternative; reasons cited include loss of agricultural use and farmland, encouragement of sprawl, and reduced funding for mass transit
Environmental Issues	• Potential impacts to Boise River • Air and noise pollution • General design and how roadway fits into surroundings • Disturbance to fewest existing property owners
Access Types	• Overwhelming support for an expressway • Strong support for limiting the number of stops along the roadway • Toll road and toll fees to discourage the use of single-occupant vehicles • Others cited: signal locations every mile and limited or no stops, interchanges at 2-mile intervals; and use of existing roads as backage roads
Notification	• Postcards and newspaper advertisements to communicate future public meetings and open houses • Mail and e-mail to communicate project news and updates
Additional Comments and Ideas	• Comments ranged from support of mass transit or regional transportation options to the benefits of doing nothing (No Action Alternative) • Desire to see the process expedited and property owners included throughout the process

ES.7 Permits/Approvals and Unresolved Issues

Key permits and approvals include the following:

- A Record of Decision (ROD) from the Federal Highway Administration (FHWA)
- A Section 404 Permit from the U.S. Army Corps of Engineers (USACE)
- A National Pollutant Discharge Elimination System (NPDES) permit from the U.S. Environmental Protection Agency (USEPA)
- A Section 401 Water Quality Certification from the Idaho Department of Environmental Quality (IDEQ)

- An easement to cross the Boise River from the Idaho Department of Lands (IDL)
- A Stream Channel Alteration Permit from the Idaho Department of Water Resources (IDWR)
- Approvals to cross the irrigation structures and canals of a number of local irrigation districts/companies/associations

The adequacy of the proposed wetland mitigation plan will be addressed with the USACE. Issues relating to a projected increase in the Boise River floodway—based on a preliminary (conceptual) layout of the Boise River crossing—will be addressed with the Federal Emergency Management Agency (FEMA) and county and local authorities and reported on in the FEIS. The Project will be designed to avoid impacts to the 100-year flood elevation within the Boise River floodway. If mitigation is required, it will be developed and reported in the FEIS.